

In The Claims:

1. (Cancel)
2. (Previously Presented) A method as recited in claim 9 wherein generating a reverse direction signal comprises generating a reverse direction from a shift lever.
3. (Previously Presented) A method as recited in claim 9 wherein generating a reverse direction signal comprises generating a reverse direction from a push button.
4. (Previously Presented) A method as recited in claim 9 wherein generating a reverse direction signal comprises generating a reverse direction from a transmission controller.
5. (Previously Presented) A method as recited in claim 9 wherein generating a reverse direction signal comprises generating a reverse direction from a wheel speed sensor.
6. (Previously Presented) A method as recited in claim 9 wherein applying brake-steer comprises applying at least one brake at a first wheel to reduce a vehicle turning radius.
7. (Previously Presented) A method of controlling an automotive vehicle comprising:
generating a reverse direction signal corresponding to a reverse direction of the vehicle;
and
applying brake-steer in response to the reverse direction signal by applying an increased drive torque to a second wheel relative to a first wheel.
8. (Previously Presented) A method as recited in claim 9 wherein applying brake-steer comprises applying brake-steer to a front wheel.
9. (Previously Presented) A method of controlling an automotive vehicle comprising:
generating a reverse direction signal corresponding to a reverse direction of the vehicle;
and
applying brake-steer in response to the reverse direction signal by proportioning brake-steer between a front wheel and a rear wheel.

10. (Original) A method as recited in claim 9 wherein proportioning comprises proportioning between the front and rear wheel in response to a transfer case mode.

11. (Previously Presented) A method as recited in claim 9 further comprising determining a steering wheel angle and wherein applying brake-steer comprises applying brake-steer in response to the reverse direction signal and steering wheel angle.

12. (Previously Presented) A method of controlling an automotive vehicle comprising:
determining a yaw rate;
generating a reverse direction signal corresponding to a reverse direction of the vehicle;
and
applying brake-steer in response to the reverse direction signal and wherein applying brake-steer comprises applying brake-steer in response to the reverse direction signal and said yaw rate.

13. (Previously Presented) A method of controlling an automotive vehicle comprising:
determining a steering wheel torque;
generating a reverse direction signal corresponding to a reverse direction of the vehicle;
and
applying brake-steer in response to the reverse direction signal determining a steering wheel torque and wherein applying brake-steer comprises applying brake-steer in response to the reverse direction signal and steering wheel torque.

14. (Previously Presented) A method as recited in claim 9 further comprising determining a steering wheel angle and a vehicle velocity and wherein applying brake-steer comprises applying brake-steer in response to the reverse direction signal and steering wheel angle and vehicle velocity.

15-26. (Cancel)

27. (Original) A vehicle comprising:
a shift lever having a reverse position generating a reverse position signal; and
a controller coupled to the shift lever, said controller applying brake-steer in response to the reverse position signal.

28. (Original) A vehicle as recited in claim 27 further comprising a transfer case having a transfer case mode, said controller changing the transfer case mode based on brake-steer.

29. (Original) A vehicle as recited in claim 27 wherein said controller is programmed to apply brake-steer by applying a first brake and a second brake to reduce the turning radius of the vehicle.

30. (Original) A vehicle as recited in claim 27 wherein said controller is programmed to apply brake-steer by applying at least one brake at a first wheel to reduce a vehicle turning radius.

31. (Original) A vehicle as recited in claim 27 wherein said controller is programmed to apply brake-steer by applying an increased drive torque to a second wheel relative to the first wheel.

32. (Original) A vehicle as recited in claim 27 further comprising a steering wheel angle sensor generating a steering wheel angle signal, said controller programmed to apply brake-steer in response to the reverse directional signal and the steering wheel angle signal.

33. (Original) A vehicle as recited in claim 27 further comprising a yaw rate sensor generating a yaw rate signal, said controller programmed to apply brake-steer in response to the reverse direction signal and yaw rate signal.

34. (Original) A vehicle as recited in claim 27 further comprising a steering wheel torque sensor generating a steering torque signal, said controller programmed to apply brake-steer in response to the reverse direction signal and steering torque signal.

35. (Original) A vehicle as recited in claim 27 further comprising a steering wheel angle sensor generating a steering wheel angle signal and a vehicle velocity sensor generating a vehicle velocity signal, said controller programmed to apply brake-steer in response to the reverse direction signal and steering wheel angle and vehicle velocity signal.